Development of Karwar Port in Karnataka

3796. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the ports under development, State-wise to cater the traffic of vessels plying with international cargo;

(b) whether it is a fact that Karwar Port in Karnataka has made considerable progress in development for international sea traffic; if so, what is the total amount spent by Government;

(c) while developing such ports, whether the Ministry of Surface Transport has consulted the Finance Ministry for providing adequate customs facilities, if not, the reasons therefor; and

(d) whether it is a fact that Phase II development of Karwar Port is scheduled, since the Customs have refused to put their establishment?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) There are 11 Major Ports under this Ministry, the development of which comes under the control of Central Government. These are Jawaharlal Nehru Port and Bombay Port (boh in Maharashtra) Madras Port and Tuticorin Port (both in Tamil Nadu), Calcutta Port (West Bengal), New Mangalore Port (Karnataka) Kandla Port (Gujarat); Cochin Port (Kerala); Paradip Port (Orissa), Mormugao Port (Goa) and Visakhapatnam Port (Andhra Pradesh), catering to international cargo traffic.

(b) to (d) Karwar Port being a Minor Port is under the control of State Government. Hence, the responsibility for its development lies with the State Government of Karnataka. Therefore, the question of any consultation by Ministry of Surface Transport with the Finance Ministry does not arise.

Introduction of buses on Route No. 810

3797. SHRI GUNDAPPA KORWAR:

SHRI VIRENDRA KATARIA:

Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 1479, given in the Rajya Sabha on the 22nd March, 1995 and state:

(a) what are the details of report submitted by RITES regarding route No. 810 which compelled Government to operate all buses from Uttam Nagar instead of Tilak Nagar;

(b) whether RITES had submitted this report after ascertaining the number of commuters from Tilak Nagar area and if so, what are the details of the study conducted by it and if not, what is the basis of this particular recommendation;

(c) whether Government are aware that thousands of commuters from Tilak Nagar are being fleected by the private bus operators on account of complete withdrawal of all buses on route No. 810 from Tilak Nagar; and

(d) whether Government are also aware that commuters from Tilak Nagar area find it extremely difficult to board the buses coming from Uttam Nagar area which are overcrowded and if so, what is the reaction of Government and whether a few buses are proposed to be operated on this route from Tilak Nagar area and if not, the reasons therefor?